

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,273 號壹十柒百貳千叁萬壹第 日玖拾貳月捌年六十二緒光 HONGKONG, SATURDAY, SEPTEMBER 22ND, 1900. 陸拜禮 號貳十貳月玖年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

WATSON'S
VIN DE QUINQUINA.
Invaluable TONIC and RESTORATIVE
especially adapted for convalescents
from MALARIAL FEVERS and other
CLIMATIC DISEASES.

A. S. WATSON & CO.
LIMITED.
ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to **G. C. ANDERSON,**
Hongkong, 13, Praya Central

NAPIER JOHNSTON'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
KILMARNOCK WHISKY.
This World-renowned.
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong at
G. C. ANDERSON,
No. 13, Praya Central.

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 3 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS for arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SONS,
General Managers.
Hongkong, 1st May 1899.

VICTORIA
CYCLE
EMPORIUM.
THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fitting of every description.
Repairs executed with promptitude and skill.
Remounting a specialty.
MCKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS
Established 1710.
**CHAMPAGNE GROWERS AND
SHIPPERS**
Ship only the Finest Quality
"Extra Dry" (Green Seal).
LAUREN, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1899.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$1.00 per cask of 115 lbs. net at Factory.
\$1.00 per Bag of 250 lbs.
GREENWICH, TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.



BOL'S GENEVA GIN
IN STONE BOTTLES.
THE BEST GIN FOR MAKING COCKTAILS—TRY IT.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS,
SOLE AGENTS.
15, QUEEN'S ROAD.
Hongkong, 17th September, 1900.

COTTA & CO.,
HONGKONG HOTEL.
FOR
OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c.

LANE, CRAWFORD & CO.
FOLDING CANVAS CAMP BEDSTEADS.
OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.
CLOSED 3 feet 1 inch by 6 inches by 5 inches.
THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT.
LANE, CRAWFORD & CO.
PHOTOGRAPHIC
PLATES, PAPERS and CHEMICALS.
EASTMAN'S KODAK'S, FILMS and ACCESSORIES,
DEVELOPING and PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.
DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.

THE ELITE OF WHISKY:—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL.
Entrance: ICE HOUSE STREET (New Victoria Hotel)

THE NEW SUMMER DRINK.
COLD BOVril AND SODA WATER.
Dr. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting
article on
"WHAT SHALL WE DRINK?"

in which he says—
"The great question of these tropical days is 'What Shall We Drink?' I think all medical
men are agreed that the less alcohol we consume in hot weather the better for us. Even light
beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish
to keep moderately cool."
"For those who are engaged all day let me recommend a novel combination—I mean a little
Bovril (cold of course), made in the ordinary way, and added soda water. I have found this
drink sustaining and pleasant."

WATKINS, LIMITED,
AERATED WATER MANUFACTURERS.

BISMARCK & CO.,
27 & 28A, PRAYA CENTRAL.
NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

ROBINSON PIANO CO., LD.
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.
ROBINSON PIANO CO., LD.

THE VICTORIA DISPENSARY,
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER.
LEMONADE.
SARSAPARILLA.
TONIC WATER.

SODA WATER.
GINGER ALE.
RASPBERRYADE.
LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

LIGHT TABLE WINES.

	1 Doz.	2 Doz.
	QUARTS.	PINTS.
MEDOC	\$4.50	\$6.00
CALIFORNIA CLARET	4.50	5.00
CALIFORNIA ZINFARDEL	5.00	5.50
ST. JULIEN	6.50	7.50
CALIFORNIA HOCK	6.00	7.00
CALIFORNIA RIESLING	6.00	7.00

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

VICTORIA RECREATION CLUB,
KOWLOON.
ANNUAL AQUATIC SPORTS.
TO-DAY (SATURDAY),
the 22nd Sept., 1900, Commencing at 4 P.M.

THE Committee request the pleasure of the
Company of the Ladies of Hongkong in the
enclosure of the BATH HOUSE, KOW-
LOON, TO-DAY (SATURDAY), the 22nd
inst., on the occasion of the ANNUAL AQUATIC
SPORTS, when the Prizes will be Presented
by Mrs. POWELL.
Admission for Non-Members, 50 Cents;
Soldiers, Sailors, and Children Half-price.
Hongkong, 18th September, 1900.

THE CHINA ASSOCIATION.
HONGKONG BRANCH.
NOTICE.
A MEETING of MEMBERS will be held
at the Rooms of the Hongkong Cham-
ber of Commerce on MONDAY, the 24th
instant, at NOON, for the purpose of receiving
the Report and Statement of Accounts, and
electing a Committee.

F. HENDERSON,
Hon. Secretary.
Hongkong, 20th September, 1900.

HONGKONG ST. ANDREW'S SOCIETY.
THE ANNUAL GENERAL MEETING
for the purpose of receiving the Report
of the Committee and Statement of Accounts
for the past year, and for the Transaction of
General Business, will be held in the City
Hall on TUESDAY, 24th September, at
4 P.M.

DAVID WOOD,
Hon. Secretary.
Hongkong, 18th September, 1900.

HONGKONG HOCKEY CLUB.
THE ANNUAL GENERAL MEETING
will be held (by permission) in the
CRICKET CLUB PAVILION on FRIDAY, the
28th September, at 5.30 P.M.

F. B. DEACON,
Hon. Secretary,
H.K.H.C.
Hongkong, 21st September, 1900.

**BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.**
DANGKOR and RANGKON.
TEAK SQUARES, PLANKS, BOARDS and SCAN-
TINGS, PLANED, TONGUED, and GROOVED
BOARDS, FOR FLOORING, CEILING, WALLING,
&c. TEAK SHINGLES and JOISTING.
PINKADOE RAILWAY SLEEPERS for all
GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 2nd May, 1899.

WANTED.
A RESIDENCE composed of ONE or
TWO ROOMS, BATHROOM and
KITCHEN. It would be preferable on the
hills.
Apply—
"HILLS,"
Care of Daily Press Office.
Hongkong, 11th September, 1900.

GERMAN SCHOOL.
THE WINTER TERM will COM-
MENCE on MONDAY, 1st October,
a.c.
Parents desirous that their Children should
join will please communicate with the under-
signed.
English will be taught by a competent
English Lady Teacher.
Head Master: Pastor **TH. KRIELE.**
School Room: Union Church Hall.
PAUL BREWITT,
Hon. Secretary.
Hongkong, 17th September, 1900.

A BAULK of TIMBER about one foot
square and 45 feet long is MISSING
from the NAVAL DEPOT, at Kowloon. Who-
ever shall deliver the same to the NAVAL
STORE OFFICER, Naval Yard, or give evidence
as to its whereabouts, will be rewarded.
Hongkong, 20th September, 1900.

MUSIC LESSONS.
MR. L. A. GRACA receives Pupils for
Lessons in Violin, Mandolin and
Portuguese Guitar.
For terms, &c., apply to—
ROBINSON PIANO CO.
or
LANE, CRAWFORD & CO.
Hongkong, 7th September, 1900.

LESSONS IN FRENCH.
NEW and easy method of learning French
in a few months, mainly by conversation,
by a Frenchman. Terms very moderate.
Please address—
B. R.
Care of Office of this Paper.
Hongkong, 15th September, 1900.

**GOVERNMENT OF BRITISH NORTH
BORNEO.**
REVENUE FARMS FOR 1901.
TENDERS will be received by the Govern-
ment Secretary, Sandakan, on or before
the 15th NOVEMBER, 1900, for the following
REVENUE FARMS for 1901, or for periods
of 2 or 3 years.
OPPIUM FARMS.
SPIRIT LICENCE FARMS.
CAMPAUNG FARMS.
CUSTOMS FARMS (North Borneo only).
GAMBLING RESTRICTION FARMS (North
Borneo only).
For particulars, apply to—
Messrs. GIBB, LIVINGSTON & CO.
Hongkong, 11th July, 1900.

GOVERNMENT OF LABUAN.
REVENUE FARMS FOR 1901.
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Messrs. GIBB, LIVINGSTON & CO.
Hongkong, 11th July, 1900.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7

INSURANCE.

THE
STANDARD LIFE ASSURANCE CO.
The Rates of Premium for Home and foreign
residence are very moderate and consistent with
the risk. Immediate reduction to Home Rate
on return to Europe or other temperate climate.
For Proposal Forms, rates, and full particu-
lars, Apply to
DODWELL & CO. LIMITED.
Agents
Hongkong, 9th November, 1899. [3—al873]

HOTELS.

HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Dining Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

THE
PEAK HOTEL.
City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the
Train Terminus.
Tel. 54.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea and the front. Com-
fortable and well furnished Bedrooms.
Cuisine excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

VICTORIA HOTEL.
SHAMKIN—CANTON.
THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords a splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent Cuisine and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraphic address "VICTORIA, Canton."
A. B. C. and A. L. Codes used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899. [44]

RAFFLES HOTEL,
SINGAPORE.
SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.
CURRIES A SPECIALITY.
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIES BROTHERS,
Proprietors.
Hongkong, 10th August, 1900. [2219]

INTIMATIONS.
BROWN, JONES & CO.
 MONUMENTAL SCULPTORS.
 AMERICAN MARBLE.
 ITALIAN MARBLE.
 HONGKONG GRANITE.
 Designs and Prices on application.
 Office, 174 QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
 LIMITED.

OUR AERATED WATER FACTORY

Has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empty when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address:
 "DISPENSARY, HONGKONG."

A. S. WATSON & CO., LIMITED,
 AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

BIRTHS.
 On the 20th September, at "Merion," the Port, the wife of A. W. WATSON, of a daughter. (2479)
 On the 15th September, 1900, at 6, Makalee Terrace, Shanghai, the wife of Frederick DEXTER, of a son.
 On the 15th September, 1900, at 54, Bubbington Road, Shanghai, the wife of H. B. TONG, of a son.

DEATH.
 On the 18th September, at 48-7, Waterloo Street, Singapore, DAVID DOMING, son of Mr. J. and Mrs. ADAMS, aged 10 years.

The Daily Press.

HONGKONG OFFICE: 9, PRINCE STREET.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, September 22nd, 1900.

It appears from reports which have been received from various parts of the Empire that the Chinese Government once more centres in that remarkable woman the Empress Dowager. Tales, to which we refer in another column, come in of tribute and ceremonial gifts being forwarded to the old capital of the Empire in Shensi, whither she is making her way with the wrecks of her court. According to the information to hand all the Viceroy and Governors throughout China are testifying in this way to their loyalty to the Empress Dowager, who, it seems, has profited by the discrediting of Prince Tuan through the defeat of the Boxers and their regular allies. As is remarked by our northern contemporary, through whom the information comes, we can hardly blame the officials for their conduct. Affairs have for weeks been in an absolutely chaotic condition, and the most active and aggressive of the Powers has shown a distinct inclination to recognise the authority of the Empress Dowager, while the others have hardly made any audible protest against this recognition. It is not that the home public of the allied nations are in favour of this mad step; but there is a general paralysis among those in authority, which makes Russia's task an easy one. In Germany's case this disgraceful inertia will, we trust, be ended by the arrival on the scene of the new Generalissimo. As far as Great Britain is concerned, it is most unfortunate for our interests in China that Lord SALISBURY's Government has chosen the present moment to appeal to the country on "the merits of the South African War

and the nature of the settlement." The whole burden of keeping the Chinese question prominently before the public is thus thrown on the public press, and though it is answering the call well the struggle is likely to be a terribly hard one. It would be a different matter were there any in the present Government who displayed an intelligent knowledge of Chinese affairs; but who is there in whom any confidence can be placed? It rests with Sir CLAUDE MACDONALD to produce any action on the part of the Foreign Office, and unfortunately he has been able to do so little in the past that it is difficult to avoid feelings of apprehension lest we shall once more be galled into putting up with all the old shams which have deceived our Government before. As far as mere words go, the language of ministerial statements has of late shown an unwonted firmness, but no action has backed up these statements as yet, and in Peking matters appear to have drifted steadily from bad to worse. The position is humiliating in the extreme, but it will be worse if a "khaki" General Election is to divert the attention of the British public. The calamity of the American Presidential election would be as nothing compared with this.

We have an appeal to make to our readers and trust it will not be made in vain. "Jack Tar" has always been a favourite with the British public, and since he proved himself so helpful at Ladysmith and in North China, he has established new claims to our gratitude. We speak now on behalf of the Royal Naval Canteen, which has just been opened at Wanchai. The building in which it is located was purchased and fitted up at a cost of about \$140,000. Of this sum some \$60,000 has been paid, and the rest is due to the Hongkong and Shanghai Banking Corporation. The property is vested in the Commodore and the Hon. C. P. CHATER, C. M. G., and the debt is not perhaps an unmanageable one; but in their opinion it is rather too large for the institution, as the interest must prove a heavy drain on its earnings. This fact, as the Commodore stated at the opening ceremony, has been recognised by the Admiralty, who have liberally promised to give the sum of £1,000 sterling if the Club will bestir themselves and procure a like sum. The Commodore and Mr. CHATER are prepared to act as honorary treasurers if the friends of the institution will come forward and render assistance. Are the British community ready to help in this praiseworthy object? To be out of debt is to be out of danger, and to get a debt substantially reduced is an encouragement to new efforts to clear off the whole amount. The club do not and cannot expect to wipe off the \$20,000 in a day, but if they can obtain \$10,000 they will secure the Admiralty's donation, which together would make \$30,000. There have been several serious calls on the purses of the community this year, but we cannot doubt that those who were so ready to give the "Terribles" a hearty reception will be equally ready to help their comrades to ease their little load of debt.

No fresh plague cases or deaths were reported in the 24 hours preceding noon yesterday.

At the 11 a.m. service at St. John's Cathedral to-morrow the sermon will be preached by the Right Reverend the Bishop of Nova Scotia.

Acting Deputy Superintendent Mackie and the Fire Brigade turned out on Thursday night in consequence of an alarm being given to the effect that a fire had broken out at Wanchai. No fire, however, could be found, the alarm being evidently a false one.

Chung Po and Lo Sing appeared at the Magistrate yesterday charged with keeping a common gaming-house at 386, Des Vaux Road, and 20 other men were charged with gaming. The police raided the house on Thursday. A Chinese constable who was sent in advance of Sergeant Dymond and party found a crowd of them playing *poi kau* round a table on the verandah. When the Sergeant appeared there was a stampede. One man got over the verandah, falling to the ground and taking a portion to look for him, expecting to find him seriously injured. He was, however, nowhere to be seen. Twenty-two arrests were made. Two of the defendants were fined \$15 each and the rest \$3 each.

L. Kan, who was formerly in the employ of Acting Chief Inspector Kemp, was charged at the Magistrate yesterday with stealing \$20. Inspector Kemp said that on the 1st August he gave the defendant \$10 to buy provisions with. He gave him a similar amount on the 10th August. On the 20th August he discharged him. He told him to come to him on the 3rd September and he would square up accounts, as he owed him \$5, half a month's wages. He did not return on the 3rd September, and as he discovered that the money had not been paid to the complainant he had the defendant arrested. The complainant said that on the 1st August the defendant came to him and asked for a book in the Chief Inspector's name. He supplied provisions to the defendant on credit, and the money had not yet been paid. The defendant was sent to prison for two months.

Owing to the pressure on our space, we are compelled to hold over the hearing of the case of Ho Tung v. the Shing Wa Pawn-shop, which took place at the Supreme Court yesterday.

The Bishop of Macao is expected in Malacca some time this month. Great anxiety is exhibited to see the new Bishop.

The two Chinese constables arrested on the charge of committing an aggravated assault upon a Chinaman at Wanchai were brought before Mr. Hazland yesterday and again remanded. It was stated that the complainant was now out of danger, but was unable as yet to appear.

Mr. Byron Brennan, C.M.G., H.M. Consul-General, is expected in Shanghai about the 2nd proximo. Mr. Polham Warren, who has been replacing Mr. Brennan during the latter's absence on leave, will remain at Shanghai for the present, says the N.C. Daily News, this not being a convenient moment for "swapping horses."

The following paragraph from the N.C. Daily News explains the telegram received by Mr. Consul Scott at Canton and forwarded by him to us for publication this week:—Considerable anxiety has been entertained regarding the safety of Mr. and Mrs. C. G. Lewis and Mr. H. J. Hewitt of the C. I. M. who, by instructions of the U.S. Consul at Chungking, left Hsing-fu (Kweichow) on the 10th of August for Canton by the West River. Telegraphic information has reached the Director of the C. I. M. that they were compelled to turn back and had arrived at Kweichow. They expected to leave for Chungking on the 19th inst.

The *Strait Times* says:—Mr. Earle's unsuccessful motion in Council to earmark some of the colonial revenue for public works at Singapore aroused opposition at Penang from that port being left out. Mr. Bromhead-Matthews perceived the restrictive character of the motion and, as representative of the Penang Chamber of Commerce, pointed out the omission of Penang as a possible beneficiary. As shortness of time was prohibitive of personal intervention and attendance, Mr. Bromhead-Matthews telegraphed as follows to the Governor:—"Earle's motion ignores Penang; please include it if Government supports." The motion was withdrawn after debate.

At the M. Gistery yesterday Rossina George, mistress of a brothel at No. 397, Queen's Road West, was charged on the information of Sergeant Munson with selling intoxicating liquor without a license. Leon Victor Case, a man out of employment, said that on Thursday night between seven and eight o'clock he went to 397, Queen's Road West. He saw the defendant there. He bought a bottle of stout and one bottle of German beer. He paid a dollar for each bottle. The house was a brothel.—George Case, also unemployed, said he went to the house in question with the previous witness. He saw the defendant there. He bought one bottle of stout and one bottle of beer, paying a dollar for each bottle.—Sergeant Munson said he sent the two previous witnesses to the house in question. He followed ten minutes afterwards. He saw the defendant go from the hall to the kitchen with an empty beer-bottle and an empty stout bottle. He seized the bottles. He then went into the hall and found four glasses containing beer and one containing stout. Searching the house he found concealed in the cookhouse two quart bottles of beer, two pints of beer, an empty whiskey bottle, and 19 bottles of aerated water. He seized the bottles and arrested the defendant.—The defendant denied selling the beer; the beer was for her own consumption. She also supplied beer for two other girls in the house.—A fine of \$100, or two months, was imposed, and the two first witnesses were allowed \$10 each.

An amusing police-court case came on at Shanghai on the 13th inst., when Mrs. H. B. Weeks was charged with having assaulted P.C.

22 and obstructed him in the execution of his duty on the night of the 8th inst. P.C. 32, whose name was J. Macpherson, it appears, seeing an obstruction in the road near the Yangkingpang Bridge, created by the halting of several public rickshaws requested the coolies in charge to move on. As they were slow to obey he used his baton to rattle the splashboard. The defendant, seeing the constable strike her rickshaw's splashboard among others, cried out, "Hey! Policeman, don't be over-zealous. That is my rickshaw, and I wish it to wait for me here." P.C. 32 regretted his inability to accede to the request, whereupon Mrs. Weeks said she would enquire into the matter and walked away in the direction of French Town. About 9.40 she returned and ordered the constable to find her rickshaw for her. He asked her the number and she sarcastically referred to him as being her servant and paid by her. She also said he was an Irishman—he denied the accusation in court—and had come to Shanghai with the notion of taking charge of the place; it made her blood boil as an Englishwoman, she said, to see the way they terrorised the Chinese here. He pointed out the impossibility of finding the rickshaw among so many without knowing the number. Then the rickshaw came up. The lady, who was in evening dress, got into it, called out witness' number and said she would have him reported and punished. He asked for her name and address, saying that as she was going to report him he would have to make a note of the matter, when she suddenly leaned over the side of the rickshaw and slapped him on the face with her open hand, saying she was ashamed to give her name and address to the likes of him. Nor did she do so, the constable having to follow her and find out for himself. After further evidence had been heard, in which the constable admitted that though the blow was a smart one it was his dignity which suffered most, the magistrate though the justice of the case would be met by imposing a fine of \$2 and costs on the defendant.

The French transport *Les Andes* arrived at Singapore from Marseilles last Saturday, bound for Taku. There are on board 24 officers, 100 N.C.O.'s, and 949 soldiers.

At a meeting of the Burma Ruby Mines, Ltd., the Chairman, Sir Lepel Griffin, said he had the utmost confidence in the Company's prospects. When the Board had \$2,000 or \$2,500 to spare, they intended to open up another mine.

Measures are being taken which will in advance provide a reserve of horses for the mounted branches of the China Field Force. Arrangements have been concluded, under which 100 horses for the artillery and 500 cobs will be shipped direct from Australia to Hongkong, where they will be kept until wanted.

Anxiety is manifested by certain Berlin newspapers to induce Italy to grant Germany some spot on the Red Sea for a coaling station. The Bismarckian organ, *Neueste Nachrichten*, thinks it shameful that the growing German fleet should be dependent on England for its coal, and recommends the German Government to bring pressure to bear on Italy and to threaten this Power with the loss of Germany's friendship should it refuse!

The latest reports from India state that the plague is again on the increase, 629 deaths having occurred against 449 during the week ending September 1st. Bombay city increased to 75 from 61, the Presidency to 160 from 84, Calcutta to 103 from 84, and the Central Provinces to 281 from 210. The recurrence of plague in Mysore City is causing some anxiety. Forty-three attacks and 23 deaths were reported on Sunday, the 2nd August. Certain localities in the native parts of Bangalore City continue infected.

The Fairfield Shipbuilding and Engineering Company (Limited) launched on 11th ult. the Royal Indian Marine Steamer *Hardinge*, which they have built to the order of the Secretary of State for India in Council, for the service of the Government of India. She is a steel vessel throughout of the following dimensions:—Length over all 423ft. 6in.; Length between perpendiculars 407ft.; Breadth, extreme, 51ft.; Depth to main deck 31ft.; Gross tonnage 5,600 tons; Boiler pressure 180lbs.; Speed (fully loaded) 18 knots.

The defalcations of a bank clerk at Kioto caused a run on the Bank, and almost a riot in the City, states a Japanese vernacular journal. A clerk in the Nishijin Bank, Kioto, gave himself up to the Directors some days ago and declared that he had embezzled over 18,000 yen of the bank's money during the last six years. The Directors held a conference at once and decided to make up the amount out of their own property. The affair was made public by a local commercial body and the bank's depositors crowded to withdraw their money, a great sensation being caused in the city. Quietness prevailed, however, when it was announced by responsible persons that the Bank was fully ready to meet all demands.

According to the last reports from Simla regarding the Indian famine there is a great improvement, and every reporting district returns a substantial decline in the demand for State aid. The aggregate has fallen by 353,000—251,000 in British India and 102,000 in the Native States. The most marked decrease is in Bombay Presidency, where the total is 122,000 smaller. The Central Provinces administration have at last stemmed the tide of applications for relief, and their figures are down by 67,000, the Punjab by 25,000, and the Bombay Native States 41,000. Referring to the above figures, the *Times of India* says the figures are still enormously high for the season of the year, but there is much ground for satisfaction in the proportion maintained between the population in the famine stricken and those in receipt of gratuitous relief.

A Simla telegram of the 7th inst. says:—The following were ordered to China, Lieut. Col. Westmoreland, 5th Bengal Infantry, Radford, 4th Punjab Infantry, and Macdonald, D.S.O., R.E.; Captains Senior, 20th Bengal Infantry; Deane, 4th Bombay Cavalry, and Hunter, R.E., and Lieut. Stirling, 4th Punjab Cavalry, and Hunter, R.E. Another telegram of the same date reports that the preparations for General Gaselee's force to meet the long winter of Northern China are being expedited as Taku will probably be closed by ice in November. 8,000 tons of fodder, sufficient to last the contingent until the end of April are being arranged for from Home, and a complete outfit of fur caps, blanket-lined coats, moccasins, gloves and other coverings to keep out the cold are being supplied through India, while nine months of food supplies are being sent to arrive before the end of October.

We heard a good deal the other day of the righteous indignation of even the American "Yellow" Press at the fabrications of the Shanghai correspondents of the *Daily Mail* and *Express*. Yet here we have some extracts from the Shanghai telegrams of the San Francisco *Examiner*:—"The situation in the Yangtze valley is grave. The silk weavers are out of work and are placarding the towns. An outbreak is feared. In face of the vigorous protest of the Consuls, particularly United States Consul-General Goodnow, Vice-Admiral Seymour has disembarked 8,500 Indian troops. The French Government is now landing 1,700 troops in the French settlement. A large force of French marines will land later. To make the presence of the troops ashore appear indispensable, the Hongkong and Shanghai Bank, the largest money institution in the East, controlled by English capital, appealed to Admiral Seymour for protection. The Russian and German Consuls are indignant at England's move, which they construe as a coup. As they have no troops here, they cannot checkmate the English. The Americans to-day sent an appeal to their Government for troops necessary for defence."

TELEGRAMS.

"DAILY PRESS SERVICE."

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 20th September, 8.50 p.m.

LI PROCEEDS TO PEKING.

Li Hung-chang takes the Chihli Viceroy's seals to-morrow, the 21st inst., and starts directly for Peking, joining Prince Ching there.

8,000 TROOPS TO SUPPORT HIM.

Eight thousand veteran foreign-drilled and well-armed soldiers encamped at Yangchow are proceeding north to support Li Hung-chang under command of Chang Kuo-yuan, who was General at Kiaochow when the Germans seized the place.

CHINESE BLOCKING THE YANGTZE.

It is reported that the Chinese are obstructing the channel of the Yangtze below the Kiangyin Forts to hinder the Germans from going up the river.

LONDON, 20th September, 10.5 p.m.

AMERICA'S INDEPENDENT ACTION.

It is understood that the United States refuse Germany's proposal with regard to China.

FURTHER CASUALTIES AT TUNGCHOW.

The following three telegrams received yesterday morning from General Sir A. Gaselee, all dated 20th September, have kindly been forwarded to us from Government House:—

- (1) My telegram of the 17th—following further deaths have occurred, R.W.F. 4,587 Corp. Hughes, Privates 4,137 Wogan, 3,953 Cook, 4,661 Jones. 1st Chinese Regt., five, 7th Bengal Infantry, one. Captain Hill and remaining injured progressing favourably.
- (2) 4,723 Private Hughes, R.W.F., dead. Captain Hill passed very bad night, condition precarious.
- (3) Regret to report death this morning of Captain Hill; remaining injured doing well.

THE WAR IN SOUTH AFRICA.

LONDON, 20th September, 10.5 p.m.

NO BOER ARMY LEFT.

Lord Roberts reports that nothing is left of the Boer army but marauding bands.

KRUGER TO BE ALLOWED TO DEPART.

The Netherlands Foreign Minister has announced that the British Government has no intention of interfering with Kruger's departure for Europe on board a Dutch warship.

GENERAL NEWS.

SANDANAN, 21st September, 9.15 p.m.

RESIGNATION OF BRITISH NORTH BORNEO GOVERNOR.

H.E. Governor Hugh Clifford has resigned. Presumably this action is on account of the salary expenditure, which he cannot approve.

REUTER'S SERVICE.

LONDON, 19th September.

THE DUKE OF YORK'S VISIT TO AUSTRALIA.

The Duke of York has proceeded to Australia in the new Royal Yacht, escorted by cruisers. THE APPROACHING ELECTION. A letter from Mr. Chamberlain to a Unionist candidate states that the principal issues of the approaching election are the merits of the South African War and the nature of the settlement. THE SOUTH AFRICAN REPUBLICS. The *Press Bureau* of Brussels, which is controlled by Dr. Leyds, announces that ex-President Kruger will submit to the Powers a plan for the autonomy of the late South African Republics under British suzerainty.

IN PEKING DURING THE SIEGE.

A GRAPHIC NARRATIVE.
 [The following account is specially written for us by a doctor who was among the beleaguered garrison of the Legations and surrounding buildings at Peking.]

THE TROUBLE BEGINS.

On the 8th of June last it was the general impression outside of the Legations in Peking that the situation had grown suddenly very serious, and that neither life nor property, unguarded, was safe. That morning at 2 o'clock all the missionaries from Tungchow and the teachers in the Congregational College there fled to Peking. Soon after their entire property was burned and looted by a mob of Boxers. On Friday the 8th word was sent to all the mission compounds and Customs Land that it was considered best for people to congregate. This was done through a meeting of the American missionaries, who at the same time called President McKinley for relief. The last train left Peking on the morning of June the 4th, and after that date no foreigner was able to leave Peking.

EARLY PREPARATIONS.

The Japanese Chancellor who a few days later went outside the walls, was shot and killed by the Imperial soldiers. The night of June the 8th found about 70 Americans gathered in the American Methodist Compound. They asked the U.S. Minister for a contingent of marines and received a grant of 20 from the Legation. To these were added 20 armed men from among themselves, making a protecting force of forty men. Early the next morning preparations were made to fortify the place, food supplies were brought in and preparations made for a siege. Committees were appointed, and by noon a complete organization was effected. The situation grew worse daily and those who understood best the Chinese character were apprehensive of coming evil. Chinese Christians, some torn and beaten, others burned, came pouring in from outlying districts with tales of massacre and rapine that seemed almost unthinkable. But among those gathered at this place were men from all over North Eastern China, who had watched the gathering clouds for months, although they had sounded an alarm in the ears of local diplomatists. At this time telegraphic communication was open with the world. And it is a significant fact, worthy of special notice, that the Roman Catholic Cathedral and a Protestant Mission Compound were fortified and guarded two weeks before any Legation in Peking had made a sand bag. Up to this time Committees from the different missions had met with very little encouragement, when reporting what they considered the situation to the Diplomatic Corps. The gathering of the Americans at the Methodist Compound was an effort on their part to protect the native Christians. No foreign minister was willing to assume any responsibility for the protection of the latter. Many of the missionaries felt that at such a time they could not be deserted. As a consequence something of a compromise was made, the American Minister sending 20 marines to the American fort, the French Minister sending 30 soldiers to the Cathedral. The North Cathedral proved to be a splendid fort, surrounded as it is by a very strong and high wall. The American Compound was weakened by its proximity to the city wall and later had to be entirely abandoned, a retreat being made into the British Legation. During the two weeks spent at the mission compound active steps were taken for defence and fortification. The organisation here effected was one that later proved to be of great value when the siege proper began. A general meeting was held and the following Committees were appointed:—

1. General Committee for Public Comfort and Oversight.
 2. Committee on Fortifications.
 3. " " on Food and Water Supply.
 4. " " on Sanitation.
 5. " " on care of Native Refugees.
 6. " " in charge of armed Natives.
 7. " " in charge of Chinese labour.
- Captain Hall of the U.S. Marines was in command of the military defences and of the 40 volunteers and marines.

THE WORK OF FORTIFICATION.

In a few days the entire compound had the appearance of a fort. The seven hundred native Christians who had fled there for refuge soon proved themselves to be a very valuable auxiliary. In fact it was the work done by these native converts at this compound that directed the attention of one or two of the ministers to the practicability of protecting them for the sake of the use to which they could be put in the manual labour of fortifying. Mr. F. D. Gamewell was the chairman here of the committee on fortifications. Mr. Gamewell is a man about 42 years of age. He comes from South Carolina and has spent about 20 years in China. He is a teacher of Physics and Mechanical Engineering at the Methodist College in Peking.

THE FIRST MURDER OF A EUROPEAN.

On the morning of June the 20th the murder of Baron von Ketteler by the very soldiers whom the English Yamen had promised would escort us safely to Tientsin caused the Foreign Ministers to abandon their plan of proceeding overland under Chinese guard to Tientsin. The death of Baron von Ketteler must be considered as a vicarious sacrifice for the rest of the foreigners in Peking. Had von Ketteler not met his death at the hands of the treacherous Chinese troops, we would have been ordered out of Peking according to the plan of the Diplomatic Corps, as announced the night before, to a certain death. The killing of the German Minister opened the eyes of those who favoured proceeding to Tientsin, and from that time the siege of Peking proper began. Those who had maintained that the Government was still dealing honestly, were at last forced by a terrible lesson to acknowledge that they had underestimated the danger. And it is to be said to the credit of Sir Claude MacDonald that he was the only Minister in the siege who

acknowledged that they had made a mistake in not dealing differently with the Chinese.

ORGANISATION AND FOOD.
As stated above, when all the foreigners retreated into the British Legation no fortifications had been begun by any Legation in Peking, save a couple of useless barricades across Legation Street. The Thangli Yamen had given 24 hours for the foreigners to leave Peking, beginning at 5 o'clock on the 19th. Von Kettler's death was the one cause of the concentration of all foreigners in the British Legation. The organization of the siege began at once. Food was brought in from every available place within the lines of defence. Captain Hall, seeing a Chinese foreign goods store just near the Legation, ordered all groceries to be confiscated. Several grain-shops were found within easy reach of our lines. By six o'clock on the evening of the 20th enough rice and wheat had been found to feed 3,000 native converts and the entire foreign population for at least eight weeks. That such an amount of food was able to be found in so small a space seems miraculous. As soon as the food supply was found sufficient—although no one dreamed that we would have a siege of more than two weeks—men turned to other things and committees were soon perfected for carrying out a siege plan. It was organized on much the same plan as that found to work so well at the mission compound. Sir Claude MacDonald acting as General-in-Chief appointed Mr. Ganswell to take charge of fortifications, and found his Chairman for the Committee of Public Comfort a same gentleman who had served in that capacity for two weeks at the American Community fort. Captain Strouts was placed in charge of military defence, the French, German, Japanese, American, and Russian marines remaining in their respective Legations, the Austrian and Italian soldiers assisting the others.

COMMITTEES IN ACTION.
Other committees were:—Food Supply—to distribute rations; Committee on confiscated goods—to distribute to those needing them; Committee on Chinese labour—to find and apportion workers among the various Christians; Committee on Registration and Time-keeping—to keep a register of time and work done by the above and to call on their turn. A committee of two physicians was appointed in charge of sanitary work. The physician to the British Legation and the physician to the German Legation were placed in charge of the Hospital for the wounded. There were a number of trained nurses who, with the female missionary physicians, were appointed as nurses. Other committees grew up as the siege progressed. A kitchen in the open air was opened for the feeding of the Chinese who were labouring on the grounds. This was placed in the hands of some of the older men who were not able to do heavy manual labour.

FIGHTING FIRES.
Mr. Tours, of the British Legation, had charge of the Fire Department. Every one who could was expected to lend a hand in case of fire, and more than once every available man and woman was called out to assist in putting out a fire. An outbreak formed one of our greatest dangers for the first week. One day alone the Chinese started seven different fires with the idea of burning us out. Providence seemed to favour us, for when the most terrible of these fires were raging and had already caught the stables at the south end of the Legation grounds, the wind changed and swept the flames in the opposite direction, and for 24 hours that fire burned out the Chinese houses surrounding us, making our position very much safer. No harder work was done during the siege than fighting the fires during these first few days. By the end of the first week committees were completed, and from that time on every one knew his duty and did it, and with few exceptions the work went on smoothly. Great credit is due to the students of the British Legation and to the Imperial Customs young men, who formed a volunteer guard and did the most excellent work as soldiers. A number of them were among the wounded and killed.

—AND DISEASE.
Scarlet fever broke out among the native refugees, but its progress was soon stayed, and only one very light case occurred among any of the foreign children.

ARTILLERY WANTED.
We soon found that one of our greatest needs was a cannon, as the Legation marines had no gun heavier than a 1 in. Italian. For the latter there were only 50 rounds of ammunition. One of the gunners was one day trying to make a gun out of some brass tubing, when two natives seeing his idea hurried off to an old junk shop and soon brought back a muzzle-loading iron barrel of an 1860 English cannon. This rusted iron tube proved to be of the greatest service. Some shells were found in the Russian Legation, which, by taking them out of their cartridges and setting off by means of a fuse, did most excellent execution. The first time this gun went off it surprised the Chinese soldiers that they jumped up and looked over their barricades to see what it was, when they were picked off by our rifleman. This gun was nicknamed the "Beary"; it perhaps gave the Chinese one of the greatest surprises of the siege. Almost all the legations had one rapid-fire gun, but we found only a limited use for these, as the Chinese made few rushes in the open. Night seemed to be the most favourable time of attack with the Chinese, although they always used their artillery in daylight, seldom firing the latter after nightfall. Their rifle-firing was deafening, and as the bullets flattened against the walls or upon the tiles the echo added to the din.

THE CHINESE GUN-PRACTICE.

All day long, even when no general attack was being made, sharpshooters kept landing bullets in the Legation grounds. It seems almost incredible that with the number of shells

men who played in the open air not one was hurt by these stray bullets. The most disheartening attacks after their attempts to fire us were when they opened the artillery. For almost a month without missing a day shells flew over our heads—or bursting high in air spent themselves by the time they reached ground. And yet, notwithstanding the fact that the Chinese used their big guns very poorly, many a brave soldier was carried in dead or wounded by these poorly aimed shells.

OUR DIETARY.
There are eight wells inside the Legation grounds, and after the fire ceased to use so much water there was no scarcity. The grounds inside the line of defence contained about 90 ponies and mules. These animals formed a very "stable" article of diet. Mr. Allardice of the Imperial University was the distributor of this dairy. A physician examined the meat after the animal was killed. About 35 or 36 were eaten and three condemned. Horse-meat, rice and coarse brown bread formed the chief articles of diet. Whatever else may be said about them, they are nutritious.

THE ENEMY'S TREACHERY.
Capt. Strouts was killed about the 16th of July and Sir Claude MacDonald assumed command, with Lieut. Squires of the American Legation as head of his staff. On the 18th of July the Chinese asked for a flag of truce to be raised on both sides. As our ammunition was low, it was very gladly granted. But we soon found that a Chinese truce meant only what any faith that has ever been placed in the Chinese has always meant—treachery. More than one brave soldier was picked off during that truce. This truce lasted with sporadic attacks of firing until the 8th or 9th of August. It gave our hard overworked men a little chance to rest, although no work stopped and no vigilance was relaxed. We had learned by this time that the "Heavenly Chinese" was not a man who warred by the laws of civilized warfare. The summer of 1900 was unusually cool for Peking and the health of adults was exceptionally good. The infants suffered greatly and about seven of them had died by the end of the siege. Among the native converts infants died by the dozens.

THE FIRST MESSAGE.
On the 25th of July we received our first message from the outside world. A messenger sent to Tientsin on July 11th returned with a message from the British Consul. This, the first word received, was very disheartening when we realized that there were no troops between Peking and Tientsin. Our only hope was that we might be able to hold out for two more weeks. We held out for almost three.

During the siege we sent a number of messengers out. The first one to go and return was a boy 15 years of age. He made a perilous trip to Tientsin. Once he was captured by the Boxers and made to work for seven days. He arrived at Tientsin and found the shelling so severe he could not get into the city. He hung around for some time until he managed to make his way through the lines during the lull that followed. The boy received 500 taels for his bravery and is pronounced a good education. Another messenger arrived the first week in August, bringing the glad news that the allied relief forces were on the point of starting for Peking. No one but those who have been besieged know what such news mean. About the 9th of August the Chinese again opened fire, making their principal attacks at night. This continued for four nights, until on the night of the 13th they made a most terrific attack. For one hour nothing could be heard but the noise of explosive bullets and the patter of Mauser bullets on the tiled roofs. This attack was so severe that almost every one felt that the relief party was nearing the city and the Chinese were making one last effort to capture the imprisoned foreigners.

RELIEF AT LAST.
The surmise proved to be correct. Early the next morning we heard the welcome sound of Foreign Artillery knocking at the gates of Peking. We knew that relief had arrived. That afternoon about 2 o'clock the Indian Regiment under Gen. Gascoigne entered the Legation grounds. And what a welcome awaited them! Men were overcome with emotion, women wept. We tried to tell the Sikhs how glad we were to see them, and although they did not understand the words, they knew what we meant. The noise and cheering of the arriving troops brought on an attack of rifle-firing from the Chinese on our West. A Sikh was severely wounded, and a woman who had gone out to welcome them was shot through the leg. This ended a siege which had lasted for eight weeks, where a force of 500 armed men, all told, had held out against thousands of the best armed troops. The siege of Peking is without a parallel in history.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 20th September.

ANTI-MISSION RIOTS IN SHON TAK.

News has reached here that a riot occurred yesterday in the three market-towns, Kam Chuk, Lung, Ngan and Tong Lee, in the district of Shon Tak, distant about four hours by steam to the south-west of Canton, and that three mission houses were destroyed by the mob. There were about 100 Christian families in Shon Tak and most of them have left and come to Canton. The French gunboat *Armande* has left this morning at 9 a.m. for the scene of disturbance, and Chinese soldiers were sent there about the same time. It is said that about ten days before the riot the French Consul brought the threatening aspect of affairs to the notice of the Acting Viceroy Tak; but through the dilatory actions of the Chinese officials the matter has been allowed to run on until it reached its present climax. It is said, however, that the places are beginning to quiet down already.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

H.M.S. *Argonaut* returned to the harbour from practice yesterday morning.

The P. & O. steamer *Bombay* arrived yesterday morning, bringing from home the Mounted Balloon Section for service in China, including 78 of all ranks, the officers being Lieut. Col. MacDonald, Captain Hume, and Lieut. Martin Leake; and a very large quantity of material.

The French transport *Caledonia* arrived yesterday with 27 officers and 1,055 rank and file on board.

The *Via* left yesterday for Calcutta.

DEVELOPMENTS IN THE NORTH.

TO PROTECT THE EMPRESS DOWAGER.

News to hand from Chungking states that Viceroy Kuei Chan of Szechuan has sent 10,000 picked troops from the provincial capital, Chungking, to protect the Empress Dowager at Hsian, Shensi, and that those troops had started on the 18th August under the command of General Hsia, the new Provincial Commander-in-Chief of Szechuan.

LI HUNG-CHANG AND THE RUSSIAN FOREIGN OFFICE.

It has been learnt from reliable local Mandarin sources, says the *N.-C. Daily News*, that H.E. Li Hung-chang sent the following dispatch to the Russian Foreign Office lately:—"I can guarantee the restoration of the Emperor to power, but I cannot guarantee to effect the punishment of Prince Tuan and the Assistant Grand Secretary Kang Yi. Another point is that, should Germany seek to make trouble in the Yangtze, China must look to Russia to prevent it." In reply to the above the Russian Foreign Office merely replied that the Tsar had telegraphed the matter to Germany and had obtained a reply strongly denying that Germany had any such intention.

STILL THE EMPRESS DOWAGER'S DEVOTED SLAVES.

The present undesirable turn of affairs with regard to the situation in China, has caused a similar turn in the policy hitherto pursued by a number of Viceroys and Governors in the centre of the Empire, and, perhaps, we can hardly blame them for it, seeing that affairs are in such a chaos, and the chances are daily becoming more favourable to the Empress Dowager, who it appears has thrown herself entirely upon the protection of the now dominant Power—Russia. The *N.-C. Daily News* learns "from an entirely reliable source" that the Empress Dowager intends to proceed, anyhow, to the ancient capital of China, Hsian, in Shensi province, and will probably make her residence there for some time to come. In consequence of this all high Ministers and rulers of provinces who owe allegiance to her and recognise the Empress Dowager as their true sovereign must, according to custom from time immemorial, send deputies to the new Court of the sovereign, with tribute of silks and satin, money and precious things, in order to proclaim their several chiefs' devotion and allegiance. This is being followed by all the Viceroys and Governors in the Empire, many of them having already named their deputies to do so. The Northern and Western Viceroys and Governors have already come so in Shansi, going some of them personally—Yu Hsien, for instance—and others by deputy Viceroy. Liu Kun-yi's deputy is to be the Tao-tai of Yangchow, Wu Chung-hu.

JAPAN AND THE AMOY AFFAIR.

The Japan correspondent of the *N.-C. Daily News* writes:—

The fact that all the Consuls protested against the Japanese landing troops at Amoy, makes a good many patriots in this city smart. "The Russians, the English and the Germans can send troops to any part of China they like without asking the consent of Japan to their intentions," say they; "but Japan cannot even prepare to send soldiers to Amoy, where her interests are enormous, for Amoy is really the key to the South China Sea."

"Land, off!" It is to the credit of the Japanese, however, that though thus rebuffed, they keep on the whole—the cooler heads among them do at least—their temper. I heard one of them admit for instance that the Governor-General of Formosa acted lastly in making preparations to send troops to the mainland, and acted without authority. But even they admit that in spite of the gallantry and what is more praiseworthy far, the self-restraint of the Japanese troops in North China, the Christian Powers still nourish an *amere penae* with regard to the newly admitted member of their circle, and are still influenced to a considerable extent—though they may not show it—by those peculiar ideas in connection with Japan for which papers like the *Spectator* and sentimentalists like Mr. Mitford and Canon McColl are notorious.

It appears from details in the Indian papers which arrived yesterday, that a somewhat serious accident happened to the P. & O. steamship *Coromandel* as she was about to sail on her usual passage from Bombay to China. In accordance with the usual practice the vessel was being warped out from her berth in the Central Basin of the Victoria Dock, and as to what actually took place, the *Times of India* says, there appears to be a difference of opinion. By persons on shore it was stated that on the *Coromandel's* head being turned to the north her engines were ordered to go "slow ahead." By others it was stated that the vessel was being warped out by the engines to go "fast."

It is rumoured, was not obeyed, and as a consequence instead of the steamer being brought to a standstill preparatory to being hauled round to face the dock gates, she went ahead and collided with the north wall near No. 1 Jetty, doing damage to the masonry, and considerably more to the bows. It is stated that the vessel was righted down to the keel have been very seriously damaged and force back some 10 feet. The *Coromandel's* cargo was transferred to the steamer *Benal* which left the next day for China and Japan. It may be some weeks before the *Coromandel* will be again in a fit state to go to sea.

V. R. C. AQUATIC SPORTS.

SECOND DAY.

The first event on the programme yesterday was the championship of the colony, for which there were five entries. It was expected that last year's winner, A. A. Alves, would hardly be able to hold his own this year, but the expectation was not realised. He was six yards ahead of the second man ("A. E.") at the finish. His time was 2 min. 45 sec. against 2 min. 51 sec. last year, that of his brother being 2 min. 54 sec. J. H. R. Hanco outdistanced all competitors in the swim under water. He covered 100 yds. and the second man (Taia) 90 feet. A. Humphreys covered 152½ feet last year.

CHAMPIONSHIP OF THE COLONY.—200 YARDS, SIX LENGTHS; OPEN TO ALL COMERS.

Two Prizes:—

A. A. Alves	1
A. E. Alves	2
H. E. Moon	3
J. A. Wilson	4
R. Lapsley	5

"A. A." had slightly the advantage at the end of the first length, with "A. E." second and Moon third. His order was retained until the finish, "A. A." gradually increasing his lead, and winning easily by six or seven yards. "A. E." being about a couple of yards ahead of Moon. Lapsley gave up at the end of the fourth length. Time 2 min. 45 sec.

RUNNING HEADERS FROM SPRING BOARD.

Two Prizes:—

F. Jorge	1
A. A. Alves	2
N. H. Moon	3
F. W. White	4
Jorge and A. A. Alves tied, but on going on again Jorge was declared the winner.	

SWIM UNDER WATER (Two Prizes).—

J. H. R. Hanco (104 feet)	1
F. K. Tam (99 feet)	2
F. D. Bain	3
F. M. Rosa Pereira	4
J. M. Rosa Pereira	5

BOYS' RACE (11 to 15 YEARS OF AGE).—

Two Lengths; Handicap. Two Prizes.	
B. Sayors	1
E. Alves	2

WATER POLO.—Teams:—Whites.—C. M. S. Alves, Frank Jorge, E. Herist, F. M. Rosa Pereira, R. Henderson, R. Lapsley, A. E. Alves (Capt.). Reds.—E. Grant Smith, F. D. Bain, E. W. Carpenter, A. Loureiro, J. H. R. Hanco, C. E. A. Hanco, A. A. Alves (Capt.).

The Whites won, five goals against one.

JOINT STOCK SHARES.

Mr. J. Y. V. Vernon says in his Weekly Share Report dated Hongkong, 21st September:—"A fair business has been transacted during the week and rates in most cases have been well maintained. The China Mutual Steam Navigation Company advertises an interim dividend of three per cent, on preference and of five on ordinary (£3 paid up), shares payable on 1st October."

BANKS.—Hongkong and Shanghai have changed hands at 311 and 310 per cent. premium for cash and at equivalent rates forward, market closing steady at 310 per cent. Nationals are still eager for quotation, but without sales.

MARINE INSURANCE.—China Traders have been placed at 87½. Unions at 83½. Canton at 83½, the last closing in demand at 83½. In the Northern Insurances there has been no local business and quotations are taken from the last Shanghai circulars.

FIRE INSURANCE.—A small lot of Hongkong has been placed at 82½, market closing with sellers at 82½. Chinas have changed hands at 87½.

SHIPPING.—Hongkong, Canton and Macao have ruled steady to firm. I have been placed at 80½ and 81½, closing steady at the latter rate. Douglas have been required for at 84 to 84½, but holders do not seem disposed to part. Indes have ruled firmer: a small demand cash at 88½ and 88½ and at equivalent rates forward failing to meet with any substantial response, market closes with buyers at 88½. China Mutual and China Mutuals unchanged and without business.

REFINERIES.—Both China Sugars and Luzon continue neglected and without change.

MINING.—Panjin has further declined to 83½, the lower rate even, failing to bring any buyers into the market. Olivers "B" and Caledonians have changed hands in small lots at quotations. Jel-bu have declined to 88½ with a very small business. Queens have found buyers at 81½ and later at 10 cents and Rauls have been placed at 85½. In this last connection private advices from Singapore state that the whole of the new electric plant will be in working order by the middle of October. Charbonnages continue in request without bringing any shares in the market.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been in fair demand and placed at 545 cash and 547 per cent. premium for 30th instant, whilst a small demand further forward remains unsatisfied. Kowloon Wharves have been placed in small lots at 88½, old, and 88½, new; the discrepancy in these two ratings rates is somewhat remarkable and inexplicable. Wharves remain unchanged but firm and in demand at quotation.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have continued steady to strong with small sales at 817½ at time of closing shares could be placed at 817½. Hongkong Hotels remain dull and inactive with little or no business. West Point has improved to 85½ with sales at that, and at 85½. Humphreys have changed hands at 810½.

COTTON.—No business to report under this heading.

MISCELLANEOUS.—Green Islands have been negotiated at 820 and 819½, closing with buyers at the latter rate. Watsons have changed hands at 815½. Cima Providents at 89½ and Watkins at 810. Cies are required for cash and forward, but are difficult to obtain.

MEMOS.—Douglas Steamship Company's Ordinary General Meeting on 23rd inst., Hongkong Cotton Co., an informal meeting on 24th inst. to discuss the financial position of the Company. Union Insurance Society, Ordinary Yearly Meeting on 11th October; transfer books close on 1st October, Hongkong and Kowloon Wharves Company, call of 825 on new issue payable on 1st October; transfer books closed from 27th to 28th September.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLAND'S KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, heals Cutaneous Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arranges the neck, hands and arms, in matchless whiteness, undiminished by any other means. Ask Stores and Chemists for ROWLAND'S KALYDOR, and avoid poisonous imitations. [1432-2]

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

"OSTASIATISCHE LLOYD" SERVICE.

The following is the report for presentation to the shareholders at the seventeenth ordinary general meeting, to be held at the offices of the above Company, on Saturday, the 29th day of September, 1900, at noon.

The General Managers have now to submit to the shareholders their report on the seventeenth year's working of the Company, ended 30th June, 1900. After paying all running expenses, premia of insurance, remuneration to Consulting Committee and Auditors fees there is a loss of \$85,498.79 to be met by the transfer of the equivalent amount from the reserve fund which will then stand at \$183,778.59.

The General Managers and Consulting Committee greatly regret this very unfortunate result which is entirely attributable to the extremely low rates of freight ruling in consequence of the continued and determined opposition of the subsidised Japanese steamers on the Formosa lines.

There was some prospect in the early part of the year of a satisfactory arrangement being agreed upon, and the President of the Osaka Shosen Kaisha had to expect a visit from him with the purpose of discussing the matter, but after a long delay he finally wrote us that no proposals for a settlement could be entertained until his Company had completed their project of extending their lines on the Yangtze and China coast generally.

Combined with the low rates of freight there has been a steady decline in the trade between Hongkong, the Coast Ports and Formosa, and it became necessary to withdraw some of the steamers from an employment which materially contributed to our prosperity in past years.

The steamers are all in excellent condition, but the expenditure for overhaul and repairs has been exceptionally heavy.

In usual course it may be mentioned that the amounts appearing as freights due and accounts receivable on 30th June, have since been collected.

CONSULTING COMMITTEE.

Since the last general meeting, Messrs. C. H. Thompson, C. A. Tomes and E. Shellin have resigned. The Committee now consists of the Hon. J. J. Kewick, Messrs. J. A. Mackay, R. Shewan and C. S. Sharp, who retire in terms of the Articles of Association, but being eligible offer themselves for re-election.

AUDITORS.

The present accounts have been audited by Messrs. J. H. Cox and W. H. Gaskell, who retire, but offer themselves for re-election.

DOUGLAS LAPEAK & Co., General Managers.

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1900.

	LIABILITIES.	ASSETS.
Capital account—20,000 shares at \$50	1,000,000.00	
Reserve fund	231,187.28	
Underwriting account of the Company	52,315.88	
Sundry accounts receivable	84,254.74	
Unpaid dividends	35.64	
Unpaid bonus	128.00	
	\$1,368,917.50	

Value of the Co.'s steamers.

Steamer	Value
Hongkong, Formosa, Italian, Pacific, Japan, and British	1,054,203.18
Value of ships and moorings at Swatow, Amoy, Tientsin and Hongkong, steam launch and wharf at Hongkong	58,070.44
	\$1,112,273.62

Loans on mortgage.

Loan	Value
Hongkong and Shanghai Banking Corporation	18,733.63
Value of land in stock	121.75
Freights due 30th June, 1900	52,363.58
Sundry accounts receivable from agencies, etc.	57,808.50
Cash in hand	65,498.79
Profit and loss account	51,368,917.50

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1900.

	£	s.	d.
To remuneration to General Managers for office expenses, for 12 months	10,000.00		
To remuneration to Consulting Committee for 12 months	2,000.00		
To Auditor's fees	600.00		
To exchange account	628.50		
To loss on running the Company's steamers	85,498.79		
	98,727.29		

By profit on costs supplied to steamers

	£	s.	d.
By profit on costs supplied to steamers	3,419.83		
By interest on mortgage account	4,065.43		
By general interest account	1,233.33		
By bonuses received	1,105.33		
By balance	65,498.79		
	75,322.71		

THE SINKING OF A FRENCH TORPEDO-BOAT DESTROYER.

Further particulars are to hand concerning the sinking of the French torpedo-boat destroyer *Brennus* by the first class battleship *France* flying the flag of Vice Admiral Fourrier, commander of the fleet of Cape St. Vincent on the 11th ult. Out of the *France's* crew of 56, 14 only were saved. The losses include the officers Captain Maudit de Fleiss, the second lieutenant and the chief engineer. The Admiral in a dispatch to his Government says that at the time of the accident the *Brennus* was steaming ahead of the *France* on the left. The flagship and the torpedo-boat destroyer were exchanging luminous signals, when the latter approached too near the *Brennus*. The captain of the *France* ordered his helmsman to steer 20 degrees to the left, while he increased speed. The man misunderstood or badly executed the order, steering to the right, which brought the destroyer under the ram of the *Brennus*, her frame being cut in two.

The officers of the *Brennus*, however, on their arrival at Toulon, give a new version of the circumstances in which the destroyer was lost. According to their account the *France* approached the *Brennus* at a speed of 16 knots to receive an order for the cruiser *Foudre*. Seeing she had gone too near the captain of the *France* told the helmsman to steer to the left, but his order was misunderstood. The *France* was not cut in twain, but was thrown on her side.

Captain Maudit de Fleiss clung to the capsized vessel and refused with great energy the help of the quartermaster of the *Brennus*, who came to his assistance in a boat. He cried, "Courage, my men: try to save yourselves. Adieu!" The *France* sank in three minutes. The night was clear and the sea calm.

The death of Mr. John Dinck removes from the roll of European pioneers in the Far East one of the few remaining residents who came out to Hongkong in Government service in the early sixties. Mr. Dinck after a short time in Hongkong went to Japan, and in 1869 was employed in connection with the building of the Kobe-Kyoto line, and other railway work. Subsequently he started business in Yokohama as an architect, and some of the finest buildings in the city attest his taste, skill, and thoroughness. The deceased gentleman had attained the age of 73 almost on the day that he passed away. Friday, the 7th instant, at his residence on the Bluff in Yokohama.

[1432-2]

LATE TELEGRAMS.

"OSTASIATISCHE LLOYD" SERVICE.

Berlin, 14th September.
The rumour wired from Shanghai that Germany has other reasons for landing troops at that port are malicious reports purposely spread in order to create ill-feeling. The troops were landed at the unanimous request of all the Consuls in Shanghai, in order to support the British and French in the steps already taken by them for the maintenance of order.

Germany has placed Mk. 80,000,000 four per cent bonds in New York.

The first three German torpedo-boats passed Colombo on the 13th on the way to China, also the hospital ship *Gera*.

President Kruger has left for Europe.

NEWS VIA KANGKONG.

THE

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

FOREIGN ATTACHMENT.

Suit No. 63 of 1900.

PLAINTIFF—OW KA POO.
DEFENDANT—LI CHUNG PUI.
GARNISHER—MR. CHAS. EWENS,
of No. 36, Queen's Road,
Central, Victoria, in the
Colony of Hongkong,
Solicitor.

NOTICE is hereby given that a Writ of Foreign Attachment returnable on the 4th day of October, 1900, against all the Property moveable or immovable of the above named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII of "The Hongkong Code of Civil Procedure."

Dated this 19th day of September, 1900.
JOHNSON STOKES & MASTER,
Plaintiff's Solicitors.

VICTORIA PRECEPTORY & PRIORY.

AN EMERGENCY MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on WEDNESDAY, the 28th inst., at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 22nd September, 1900. [2477]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

WEDNESDAY,

the 26th September, 1900, at 2.45 P.M., at No. 10, MOUNTAIN VIEW, THE PINE (The Residence of GORDON NIELSEN, Esq.),

THE WHOLE of HIS

HOUSEHOLD FURNITURE.

Also

A COTTAGE PIANO, by Allison (in good condition).

(Full Particulars can be seen from Catalogues).

On View from Wednesday, the 26th September, 1900.

Catalogues will be issued.

TERMS—As Customary.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 22nd September, 1900. [2478]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 4 P.M. of the 22nd inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, 21st September, 1900. [2474]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"BOMBAY,"

FROM LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Madras, ex s.s. *Memutally*.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 21st September, 1900. [2475]

THE HONGKONG WEEKLY PRESS is

now ready and contains—

Leading Articles—

The Allies in China.

Ministerial Misrepresentations and the Far East.

The Question of Settlement.

Russia's "Overmastering Position."

The Prevention of Malaria.

The End of Boerdom.

The Crisis: Telegrams.

The Circumlocution Office on Inland Navigation.

Supreme Court.

Hongkong General Chamber of Commerce.

The Crisis in China.

Her Majesty's Messages to Peking.

Amoy.

Canton.

Correspondence.

Trial Trip of the s.s. "Nanning."

V. E. C. Aquatic Sports.

Hongkong Cricket Club.

Hongkong Volunteer Corps.

Consular Report.

Indian Cavalry for the East.

A French Critic on Chinese Policy.

Singapore and Port News.

Subscription, \$12 per Annum, payable in advance, postage, \$2.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to address sent, including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 21st September, 1900.

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above on SUNDAY, the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st September, 1900. [2475]

FOR SALE.

NEW LEE ENFIELD 303 MATCH

RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING RE-

QUISITE.

Wm. SCHMIDT & CO.

Gunsmiths.

Hongkong, 22nd September, 1900. [2473]

ENTERTAINMENT.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT

to be held on the PARADE GROUND

at HEADQUARTERS on WEDNESDAY,

the 28th September, at 9 P.M.

Price for Admission \$1. Ladies 50 cents.

Soldiers and Sailors and Volunteers in

Uniform, 50 cents.

Hongkong, 21st September, 1900. [2471]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions

from Mr. A. J. C. Purnell, Dealer

(owing to his removal to new premises), to

Sell by Public Auction,

TO-DAY (SATURDAY),

the 22nd September, at 2 P.M., at his Store,

38, Queen's Road-Central, the portion of his

STOCK-IN-TRADE FURNITURE,

FIXTURES, &c., &c.

Comprising—

DRAWING-ROOM SUITES, MIRRORS

AND TABLES.

CANTON BLACKWOOD FURNITURE.

CARPETS, RUGS AND ORNAMENTS.

CROCKERY, GLASS AND PLATED

WARE.

IRON BEDSTEADS.

An Assortment of MARBLE SLABS.

&c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 20th September, 1900. [2461]

GOVERNMENT NOTIFICATION.

No. 488.

THE following Particulars and Conditions

of Sale of CROWN LAND by PUBLIC

AUCTION, to be held at the Office of

the Public Works Department, on MONDAY,

the 24th day of SEPTEMBER, 1900, at 3.15 P.M.,

are published for general information.

By Command.

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 20th September, 1900. [2444]

PARTICULARS OF THE LOT.

No. of Lot.

Locality.

Boundary Measurements.

Contents in Square Feet.

Annual Rent.

Upset Price.

1. Shau-
wan
Island
Lot No. 394

47' 47' 50' 50' 2,350 12 705

GOVERNMENT NOTIFICATION.

No. 489.

THE following Particulars and Conditions

of Sale of CROWN LAND by PUBLIC

AUCTION, to be held at the Office of

the Public Works Department, on MONDAY,

the 24th day of SEPTEMBER, 1900, at 3.15 P.M.,

are published for general information.

By Command.

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 20th September, 1900. [2445]

PARTICULARS OF THE LOTS.

No. of Lot.

Locality.

Boundary Measurements.

Contents in Square Feet.

Annual Rent.

Upset Price.

1. Shau-
wan
Island
Lot No. 1,107

60' 60' 22' 22' 15,600 155 1,400

2. Shau-
wan
Island
Lot No. 1,108

60' 60' 22' 22' 15,600 155 1,400

AUCTIONS

GOVERNMENT NOTIFICATION.

No. 473.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 24th day of SEPTEMBER, 1900, at 3.30 P.M., are published for general information.

By Command.

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 15th September, 1900. [2446]

PARTICULARS OF THE LOTS.

No. of Lot.

Locality.

Boundary Measurements.

Contents in Square Feet.

Annual Rent.

Upset Price.

1. Quarry
Island
Lot No. 6

2,488 247 82 1,500 150 1,500

NOTICE OF SALE BY PUBLIC AUCTION.

STEAMSHIP "CAPE CLEAR."

THE BANGKOK DOCK CO. LIMITED,

herby give notice that they will offer

for Sale by Public Auction,

on

SATURDAY,

the 29th day of September, 1900, at 4 P.M.,

at the Dock Company's Premises, the

S. S. "CAPE CLEAR."

A powerful Steel Screw Turbine, built

by DAY, SUMMERS & CO., Southampton.

Length over all 122 feet, Beams 22 feet.

Depth 10 feet, Mean Draft 7' 6". Gross

Tonnage 170 Tons.

BOILER.

Return Multitube, Diameter 10' 6".

Length 9' 0", W. P. 70 lbs.

ENGINES.

Compound Surface Condensing Marine Type

Cylinders 19" and 25", Stroke 22", N.H.P. 75.

Speed about 11 Knts.

Two hulls with extra long hatchways, suitable

for shipping timber or machinery.

Upper deck about half the length of Vessel

with Chart House and Steering Gear.

Large Cabin with 1st and 2nd Class Bath-

rooms and European and Native Gallies on

Main Deck.

Powerful Cargo Steam Winch and Windlass,

driven by "Messenger."

Complete Towing Apparatus with dis-

engaging hook, &c., &c.

Two Lifeboats complete with davits, blocks

and falls.

Steel Tanks to contain 1,500 gallons fresh

water.

The Hull and Machinery have just undergone

an extensive overhaul and a complete set of

New Drawings for both decks have been supplied.

The Vessel will be under steam and will leave

the Dock Co.'s premises at 2 P.M. on the 28th

September, 1900, for a three hours' trip, and

intending purchasers are invited on board for

this trip.

Note.—The Steamer will be sold at the risk

and cost of any person or persons claiming to

have any interest in her.

Terms—Cash. Delivery to be taken immedi-

ately after the sale.

Hongkong, 21st September, 1900. [2466]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1900.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE is hereby given that JOHN

OLIPHANT has, on the 25th day of

June, 1900, applied for the Registration of

the following Trade MARKS:—(1) The

word "Lux" and the picture of a man

holding up a Lifebuoy, with the words "For

saving life" and "For preservation of health";

(2) The word "Lux" and the picture of two

(Published by Special Arrangement.)

IN WHITE RAIMENT.

BY WILLIAM LE QUEUX.

Author of "Whose Findeth a Wife," "Purple and Fine Linen," "The Day of Temptation," "Of Royal Blood," &c., &c.

[COPYRIGHT.]

CHAPTER X.

On the following day I was seized by a burning desire again to see the woman whom I had so strangely grown to love. Time after time I discussed the matter with Bob, and he was fully of my opinion that I might, by watching my wife's movements, discover some fact which might give me a clue.

We were both agreed that to approach her at present was an unwise course, for it was quite evident that she was really unconscious of her marriage; therefore it stood to reason that she would repudiate any claim I made upon her as her husband. From her I must endeavour, it seemed plain, to obtain an account of her whereabouts and doing on that fatal night.

Reader, I frankly confess that thoughts of her were ever in my mind. Sleeping or walking I saw before me that slim, graceful figure in lawn, with the beautiful face soft and smiling beneath its tulle, the parted lips, the even pearly teeth, and those clear eyes that danced so merrily as though she had not a single care in all the world. I longed to go to her, relate my story, and demand of her an explanation. "Were we not man and wife?" Who had a greater right to say so than I, her husband and back in her arms, smiling at me, her husband?

I proposed to Bob that I should go straight to her and make a full explanation. But he urged patience and diplomacy.

"Go down to Whitton and watch her at a distance if you like," he answered. "But be very careful that you are not recognised. No woman cares to be spied upon. In this matter you must exercise the greatest discretion, if you really intend to get to the bottom of this puzzling affair."

"I do intend to solve the enigma," I declared. "If I live ten years over it, I mean to claim her as my wife."

"You can't do that until you've obtained absolute proof."

"And in the meantime Wynd and his accomplices may make another attempt upon her life," I observed dubiously.

"Forewarned is forearmed," he answered. "It seems your duty to act in secret as her protector."

"Exactly. That's my object in going down to Whitton. Somehow I feel sure that her life is insecure, for upon the facts it is plainly shown that Wynd's motive was to get rid of her."

"Without a doubt," he said, "to Houslow to-morrow and discover what you can regarding those friends of hers, the Chetwodes, and their associates. In inquiries of this sort you must carefully work back."

Now I had for years rather prided myself upon my shrewdness. I had often set myself the task of clearing up those little unimportant mysteries of life which occur to every man, and more than once while at the hospital I had rendered service to the police in their inquiries. Had I not taken up medicine as a profession, I believe I might have made a reputation as an investigator of crime. Indeed, ever since I commenced to wield the bistoury, it had been my pet idea to become famous as a medicologist, and with that object I had devoted much time to analysis, and kindred subjects.

That same afternoon, while Bob was out visiting his patients, I chanced to put my hand in the ticket-pocket of my frock-coat and felt something there. The coat was the one I had worn when called out to become the husband of Mrs. Ashwick, and from the pocket I drew a half-smoked cigarette.

I am not in the habit of placing cigarette-cases in my pockets, and could not at first account for its presence there; but on examination I saw that it was the remains of one of my usual brand, for upon the paper were tiny letters in Greek printed in blue ink. A second reflection, however, decided me. It was the cigarette which the major had given me.

It had gone out while I had been speaking, and with it in my hand I had rushed upstairs to my wife's room, and instead of casting it away had, I suppose, thrust it into my pocket, where it had remained unheeded until that moment.

I examined it with the utmost care and great interest. Then I descended to Bob's little dispensary, at the back of the house, and finding a microscope, took out some of the tobacco and placed it beneath the lens. Tiny but distinct crystals were revealed clinging to the finely-cut tobacco leaf, crystals of some subtle poison which, dissolved by the saliva while in the act of smoking, entered the system.

That cigarette had almost proved fatal to me. At once I lit the spirit lamp, cleaned and dried some test tubes, and set busy to work to make solutions with the object of discovering the nature of the drug. But though I worked diligently the whole afternoon, and Bob, on returning, assisted me, we were unable to determine exactly what it was.

The remainder of the cigarette, including the paper bearing the mark of manufacture, I carefully preserved, and on the following morning went down to Houslow to try and ascertain what I could regarding my unconscious wife. Bob remained at Rowan Road to look after his patients, but declared his intention of relieving me if any waiting were remaining there. Therefore I went forth eager to ascertain some fact that would lead me to a knowledge of the truth.

Houslow, although but a dozen miles from Charing Cross, was, I found, a dull straggling place, the dismal quiet of which was only relieved by a few boisterous millmen in its long street. An important place in the coaching days, being the first stage out of London on the Bath Road, the advent of railways has withdrawn the necessity for its existence, and it has divided, until to-day it is perhaps one of the most dreary and uninviting places within fifty miles of the metropolis. The Heath, of which Turpin and Dural were once the keepers, is now the preserve, while the only travellers who patronise the historic Red Lion, once one of the most renowned coaching-houses in England, are town-weary cyclists, scorching along the level road to Staines or Slough. Houslow is a place of poor shops and mean houses, which no effort of railways or land companies can bring into favour as a residential centre. Indeed the place seemed unique for worthless property, for there I found whole rows of gaunt unfinished houses, abandoned to decay, their owners having discovered that they could obtain no tenants, even though they offered them a year's rent-free, including a season ticket to London.

I took up my quarters at the historic Red Lion, and over a whisky and soda made inquiries of the proprietor as to the whereabouts of Whitton. It lay beyond the town, half-way towards Twickenham, he told me.

"There's a Whitton Park in it there," I inquired.

"Yes, Colonel Chetwode's place. That's just before you get to Whitton Church."

"It's a large house, I suppose."

"Oh, yes. He's the squire there—a magistrate as all that."

"I've heard his name," I said. "But I've never seen him. What sort of man is he?"

"Oh, a bit stand-offish. Tall, thin, and grey-haired. We hotel-keepers don't like him because he's always down on us on the licensing days over at Brentford," the men replied, chomping his cheap cigar.

"He's married, isn't he?"

"Yes, he married 'is second wife about three years ago. She's a good-looking woman with reddish hair. They say she don't get on very well with the Colonel's grown-up son."

"Oh! I remarked, at once interested. "How old is the son?"

"About twenty-five. He's a jolly fellow 'e is. He's a lieutenant in the 7th Hussars, and they're stationed here just now. He often comes in and gets a drink when he passes."

"And he doesn't hit it off well with his step-mother?"

"No. I've heard some queer stories about their quarrels from the servants," he answered. He was a gossip, like all landlords of inns, and seemed extremely communicative because I had asked him to drink with me. The effect of a shilling spent on drink is oftentimes amazing.

"Stepmothers are generally intruders," I laughed.

"Well, things came to such a pass down at the Park a month or so ago that Mrs. Chetwode demanded that the colonel should turn young Mr. Cyril out of the house, and threatened that if he did not she would leave. The colonel, so it's said, grew furious, stormed down the place, and in the end Mrs. Chetwode packed her trunks and went with Sherman, her maid, to Switzerland. About three weeks ago the colonel followed her and brought her back, so I suppose they've made it up and are happy."

"Oh, yes. There's always visitors there. It's so near to London, you see. The Park is a beautiful place; you ought to go and see it. The lodge-keeper will let you have a look round. It belonged to the Dukes of Argyll about two hundred years ago. They say the trees in the park are among the finest in England. Many of them are Australian trees, and were the first brought home to this country and planted by Captain Cook."

"Do you know the names of any of the visitors?" I inquired, adding, "I think a friend of mine comes down to see them sometimes—a Sir Pierrepont-Lene."

"Oh, yes," he said, "I've seen both Sir Henry and his wife driving. They've got a place somewhere in Wiltshire. I've heard they're great friends of Mrs. Chetwode's."

"And there's a Miss Ashwick who comes with them?" I said, eagerly. "Do you know her?"

"I may know her by sight," the man replied, "but I don't know her by name."

"She's tall, blue-eyed, with golden-brown hair. Very pretty, and always very smartly dressed."

"Yes. She generally wears a big black hat and very often a drab-coloured dress. When she smiles she shows her teeth very prettily," he said.

"That's her, no doubt."

"Well," he said, "Her description is exact. She's Mr. Cyril's young lady."

"What?" I cried, starting up in surprise.

"When she's down here she's always about with the colonel's son, and everybody says they are engaged," he went on. "The servants have told me that they're a most devoted couple."

"But is she the lady of the same one that I mean?" I inquired dubiously.

"I don't know her surname, but her Christian name is Miss Beryl."

"Beryl!" I gasped. Could this be the actual truth that she was engaged to young Chetwode? Beryl! Then she was evidently known here by the name in which she had married me—Beryl Wynd.

"Is she often here?" I asked, when at last I found voice again. I was so upset by my statement that with difficulty I remained calm.

"Oh, yes, very often. Especially now that Mr. Cyril is at the barracks. They ride out together every morning, and are often about in the town in the afternoon. You'll no doubt see them."

"Ah!" I said, with the object of misleading my garrulous informant, "It can't be the lady I mean, as her name is not Beryl."

"The description is very much like her's," he observed, knocking the ash from his cigar.

"Is there any talk of young Chetwode marrying?" I inquired.

"Well, yes, there are rumours, of course," he answered. "Some say that the colonel is against it, while others say that Mrs. Chetwode is jealous of her stepson. So one doesn't know exactly what to believe."

"I suppose you hear a lot of gossip about them—eh?"

"Oh, a lot. Much, too, that ain't true," he laughed. "Why, somebody said once that Miss Beryl was the daughter of an officer who got sent to penal servitude."

"Who said that?" I asked, at once pricking up my ears. Was it not Major Tatterton who had accompanied her to the Registry at Doctors' Commons, and who had given me that cigarette?"

"Oh, it was a story that got about. Lots of people said it, but who started it I don't know. It was libellous, to say the least."

"Did they say who the officer was, or what was his offence?"

"He was a Major in the Guards, they said."

"You didn't hear his name?"

"No. I've never heard her name. Every one here knows her as Miss Beryl. But it would be easy enough to find out. And rising he leaned forward into the tap-room, where a rural postman was sitting, hot and dusty, drinking ale from a pewter, and shouted, "I say, Alan, what's the name of Mr. Chetwode's young lady?"

"The young lady that's so often at the Park? Why, Miss Beryl Wynd."

I sat motionless for some moments. The truth seemed plain—that she had allowed herself to be introduced to me at Gloucester Square under an alias. For what reason, I wondered?

She was undoubtedly in love with this young lieutenant of Hussars. If so, then she would seek to preserve the secret of her marriage, and even repudiate it if necessary. The rumour of her being the daughter of a disgraced officer was another curious feature. It almost appeared as though there were some truth underlying it.

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"You heard what the postman says, sir," observed the landlord, turning again to me. "He knows, because he delivers the letters at the Park. Her name is Wynd—funny name, isn't it?"

"Yes," I answered, mechanically, for the discovery that this young Chetwode was the accepted suitor of my love was a staggering blow. What could I do? How should I act? She was my wife by law—mine!

I rose, announcing that I was going for a stroll, and walked unsteadily out into the long deserted street. It was a hot afternoon, and there was but little shade. I wandered down the Hanworth Road, past rows of cottages with gardens filled with flowers, to the station, and crossing the bridge soon found myself before the old-fashioned lodge at the entrance to Whitton Park.

It was a fine demesne, with a broad carriage-drive winding through an avenue of great elms, the house itself being hidden from the roadway by the foliage, while the park was enclosed by a high oak fence.

I was curious to investigate the place, and noticing that the lodge-keeper's house was shut, while one of the smaller of the great ornamental iron gates stood open, I strolled in, containing up the avenue for a quarter of a mile or so, when suddenly the drive swept round past a pretty lake, and I came in full view of the house.

It was a splendid old Elizabethan mansion, low and comfortable-looking, half-hidden by ivy, from which peeped forth quaint mullioned windows with leaded panes, the red time-mellowed brickwork showing in those places not hidden by the greenery. Before it was a pretty old-world garden with an ancient sundial in the centre, while to the right was a well-kept modern tennis-court, where people were playing while afternoon tea was being served to the remainder of the household.

There were fully a dozen people there: the men in flannels, and the women in cool muslins, with bright sunshades. Risk of detection, however, prevented me from approaching close enough clearly to distinguish the faces of the hostess and her guests; therefore I stood hidden by the bushes watching the game, and trying in vain to catch a glimpse of the countenances of the chattering circle of tea-drinkers.

Suddenly a figure in pale yellow rose and crossed to the side of a young foppishly-dressed man who, sitting somewhat apart, was smoking and looking at his watch. The smartness of his figure, the narrow waist, wide hips and swish, was quite familiar.

Although I could not distinguish his features I knew that it was my wife—the woman who was ignorant of her marriage, and whom I loved with such a fond mad passion.

The man rose, pulled a chair forward for her and then both sat down together to chat. He fetched her some tea, and sat hugging his knee, apparently engrossed in conversation. She seemed to hold him beneath the spell of her marvellous beauty, just as she held me.

Could it be that that man whose face I could not see clearly was Cyril Chetwode, her lover?

I was standing there, my eyes rivetted upon the pair, when the sound of a footstep on the gravel caused me to turn quickly.

Someone was approaching. I at once drew back behind the trunk of a great elm near which I was standing, for my discovery there as an intruder might upset all my plans.

The figure came forward slowly, for I could hear their deliberate footsteps, as though of a person waiting and pacing up and down. I peeped forth to ascertain who it was, and as I did so the figure of a man in a soft felt hat and a suit of grey tweed came cautiously into view.

My heart leapt in quick surprise.

It was the man who, by giving me that cigarette, had made the dastardly attempt upon my life that had been so nearly successful: the man of whom I had been in active search—Major Tatterton.

His single eyeglass was still in his eye, and his hat was set upon his head as jauntily as on the day when we had first met, but from the eagerness of his countenance as he gazed forward to where my wife sat I saw that he was not one of the house-party, and felt confident that his presence there was with secret and evil intent.

(To be continued.)

THE PITTSBURG VISIBLE WRITING MACHINE.

THE Only Machine on the Market affording during operation STRICTLY VISIBLE WRITING.

Price \$150

W. BREWER & CO., Agents, 23 & 25, Queen's Road, Hongkong, 18th September, 1900. [2441]

PROFESSIONAL NOTICE.

DENTON E. PETERSON, DOCTOR OF DENTAL SURGERY, 9, VICTORIA TERRACE, Tientsin, 10, DES VREUX ROAD, CENTRAL, HONGKONG.

DR. PETERSON has RESUMED his DENTAL PRACTICE in South China and may be consulted at 10, DES VREUX ROAD, CENTRAL, 1st FLOOR. Hours 10 A.M. to Noon, 2 to 5 P.M. The Doctor is at present in Swatow. Hongkong, 23rd August, 1900. [2292]

AMERICAN SYSTEM OF DENTISTRY.

AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE), Hongkong, 15th September, 1899. [2419]

SIENTING.

SURGEON DENTIST No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [506]



Complete External and Internal Treatment for Every Humour. Consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA Ointment, to instantly allay itching, inflammation, and irritation, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. A SINGLE SET is often sufficient to cure torturing, disgusting humours, with loss of hair, when all else fails. Sent, by post, in a new label on top and bottom of wrapper and on back of each jar with the Cuticura Extract of Blue Co. (Ink.)

LONDON: LITTLE, BROS., 11, Abchurch Lane, E.C. 4. Sole Agents, Hongkong, U.S.A.

NEW NAME for Liebig Company's Extract.

There are many Liebig's Extracts, but only one kind is manufactured by the Liebig Company—the kind known as Liebig's Extract of Meat. It is the only one that is distinguished from all others by its new label on top and bottom of wrapper and on back of each jar with the Liebig's Extract of Meat Co. (Ink.)

Lemco

WHAT FINER CAN YOU DRINK THAN JOHN JAMESON ANDSON'S (DUBLIN) "OWN CASED" Very Old BLACK-BOTTLE WHISKEY.

Please see you get it with Metal Capsules BLUE—One Star. PINK—Two Stars. GOLD—Three Stars. OF ALL DEALERS. Sole Export Bottling Agents to J. J. & S. C. DAY & CO., LONDON.

DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.

Also large Stocks of GANDY COTTON BELTING. SOLE AGENTS, LUTGENS, EINSTAMANN & CO., HONGKONG.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS, No. 11, LEE YUEK STREET, EAST. [2074]

VICHY'S

GENUINE NATURAL MINERAL WATER SPRINGS OF THE FRENCH GOVERNMENT. HOPITAL Diseases of the Stomach, GRANDE-ORVILLE, Liver complaints, CÉLESTINS, Gout, Gravel, Diabetes.

VICHY-ETAT LOZENGES with the natural salts extracted from the Waters. COMPRIMÉS VICHY-ETAT. Beware of Forgery.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 21st September, 1900. [2470]

TERRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE on 8th October next, to the undersigned at the Registered Office of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 4th September, 1900. [2347]

DAVID GORSAR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBERG & CO., Sole Agents. [2441]

THE "Allenburys" Foods.

A PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing digestive powers of young infants from birth upwards, and free from dangerous germs.

The "Allenburys" Milk Food No. 1. Specially adapted to the first three months of life. The "Allenburys" Milk Food No. 2. Similarly adapted to the second three months of life. The "Allenburys" Malted Food No. 3. For infants over six months of age.

No. 3 Food is also specially recommended for Convalescents, Invalids, the Aged, and all requiring a light and easily digested diet. The London Medical Record writes of it that—"No Better Food Exists."

Complete Foods, STERILIZED, and needing the addition of hot water only. To be prepared for use by the addition of COW'S MILK, or with No. 1 MILK FOOD. Infants' Food Manufactory: WARE MILLS, HERTFORDSHIRE.

Allen & Hanburys Ltd., London. [2351]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE.

AN INFORMAL MEETING of the SHAREHOLDERS in the above Company will be held at the offices of the General Managers on MONDAY NEXT, the 24th September, at 4 o'clock, to discuss the financial position of the Company.

JARDINE, MATHESON & CO., General Managers. Hongkong, 21st September, 1900. [2467]

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices on SATURDAY, the 29th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 29th September, both days inclusive.

DOUGLAS LAIRAIR & CO., General Managers. Hongkong, 13th September, 1900. [2408]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are reminded that the premium of \$25.00 per Share of the New Issue of Capital, authorized at the Extraordinary General Meeting of the Company held on 4th May, 1900, is PAYABLE on or before MONDAY, the 1st of October next.

The TRANSFER BOOKS of the Company will be CLOSED from 27th to 29th September, both days inclusive.

EDWARD OSBORNE, Secretary. Hongkong, 21st September, 1900. [2469]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS Number 1,280 to 1,282 for 300 SHARES of the above Company, numbered 119,683 to 119,982, in the name of S. Y. TONG, of Tientsin, and that SCRIPS Number 1,289 to 1,274 for 600 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been 2,857 New Scrips for sums will be issued after One month from the date hereof, and the Original Scrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LUTGENS, EINSTAMANN & CO., General Agents. Hongkong, 30th August, 1900. [2311]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a General Meeting held in London recently an INTERIM DIVIDEND at 3 per cent. was declared on the Company's Preference Shares for the Six months ending 30th June, this being at the rate of 6 per cent. per Annum. Also an INTERIM DIVIDEND of 5s. per Share, or 5 per cent. for the Half-year, on Ordinary Shares (2s. paid up), this being at the rate of 10 per cent. per Annum.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th current to 1st proximo, both days inclusive.

JARDINE, MATHESON & CO., Agents. Hongkong, 17th September, 1900. [2431]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-SEVENTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 11th October, 1900, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1899 and for the half-year ending the 30th June, 1900, and of declaring dividends &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to 11th October, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 21st September, 1900. [2470]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE on 8th October next, to the undersigned at the Registered Office of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 4th September, 1900. [2347]

DAVID GORSAR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBERG & CO., Sole Agents. [2441]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 25th inst.
LONDON VIA PORT OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON VIA SUEZ CANAL	ALCIBIOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON	MARACUS	Brit. str.	—	E. G. Andrews	BUTTERFIELD & SWIRE	On 4th Oct.
LONDON VIA SUEZ CANAL	PAETOCLEUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
BREMEN, VIA PORT OF CALL	HAMBURG	Ger. str.	—	Krechl	MELCHERS & CO.	On 3rd Oct., at Noon.
MARSEILLES, VIA PORT OF CALL	SALAZIE	Fr. str.	—	Negro	MELCHERS & CO.	On 24th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	BINGO MARU	Jap. str.	—	F. K. Davies	NIPPON YUSEN KAISHA	On 5th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 10th Oct., at Daylight.
HAVRE, BREMAN & HAMBURG V. COLOMBO	SAXONIA	Ger. str.	—	Jagor	CARLOWITZ & CO.	On 8th Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 23rd Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schlecke	CARLOWITZ & CO.	On or about 10th Nov.
NEW YORK VIA SUEZ CANAL	SACHEN	Brit. str.	—	Schuler	CARLOWITZ & CO.	On or about 22nd inst.
NEW YORK	MARIA DE LARREAGA	Brit. str.	—	Hildebrandt	DODWELL & CO. LIMITED	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Brit. str.	—	W. Frakes	CARLOWITZ & CO.	On or about 5th Oct.
VICTORIA, B.C. & Tacoma VIA FOCHOW, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th Oct.
VANCOUVER, VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	Nelson	O. & S. S. Co.	On 26th inst.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Amr. str.	—	Helm	TOYO KISEN KAISHA	On 27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	TAIYUAN	Brit. str.	—	Nelson	PACIFIC MAIL S. S. Co.	On 13th Oct., at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	Nelson	GIBB, LIVINGSTON & CO.	On 27th inst., at Daylight.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 28th Oct., at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	ROHILLA	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On or about 29th inst.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 12th Oct., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 18th Oct., at Noon.
TAKU	BOMBAY	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI & WEIHAIWEI	MAITA	Brit. str.	—	Nelson	DODWELL & CO. LIMITED	On 26th inst.
SWATOW	MOHAMA	Brit. str.	—	Nelson	O. & S. S. Co.	On 27th inst., at Noon.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	Nelson	TOYO KISEN KAISHA	On 27th inst., at Noon.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	Nelson	PACIFIC MAIL S. S. Co.	On 13th Oct., at Noon.
SAMARANG & SOERABAYA	NANCHANG	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
MANILA VIA AMOY	DIAMANTE	Brit. str.	—	Nelson	SHEWAN, TOMES & CO.	On 25th inst.
MANILA	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
MANILA	SUNGIANG	Brit. str.	—	Nelson	GIBB, LIVINGSTON & CO.	On 28th inst., at 4 P.M.
MANILA	AUSTRALIAN	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Nelson	JARDINE, MATHESON & CO.	On 25th inst., at Noon.

SHIPPING.

ARRIVALS.
Sept. 21, CALEDONIAN, French transport, 4,248, Rophaud, Singapore 17th September.
Sept. 21, DIAMANTE, British str., 1,255, Ramsay, Manila 18th September, General.—SHEWAN, TOMES & CO.
Sept. 21, LUDMIL, British str., 4,298, Reley, Singapore 18th Sept., General.—BUTTERFIELD & SWIRE.
Sept. 21, CATHERINE APCAR, British steamer, 1,730, J. G. Offort, Calcutta 1st Sept., General.—DAVID SAMPSON, SON & CO.
Sept. 21, BOMBAY, British str., 2,477, G. M. Montford, R.N.R., London 11th Aug. and Singapore 10th Sept., General.—P. & O. S. N. Co.
Sept. 21, FUSUN, British str., 1,140, W. H. Lunt, Shanghai 18th September, General.—CHINESE.
Sept. 21, PROGRESS, German str., 687, Brandt, Touron 18th Sept., General.—SIEMSEN & CO.
Sept. 21, TOONAN, Amr. str., 1,350, J. Blot, Shanghai 14th Sept., General.—CHINESE.
Sept. 21, ARGONAUT, British battleship, from Funchi.
Sept. 21, ABELSBURG, German steamer, 1,375, Reckmann, North Docks 1st Aug., Coal.
Sept. 21, EAST ASIATIC TRADING CO., Ltd., 1,250, British steamer, 977, Kent, Hongray 10th September, Coal.—JARDINE, MATHESON & CO.
Sept. 21, TACOMA, German steamer, 1,033, Haus, 1st Sept., Manila 18th Sept., Ballast.—SHEWAN, TOMES & CO.

CLEARANCES.

At the HARBOR MASTER'S OFFICE.
Hoikow, French str., for Hoikow.
Glenesk, British str., for Singapore.
Sishan, British str., for Swatow.
Daybreak, British str., for Shanghai.
Mammut, British str., for Manila.
Fuchun, British str., for Canton.
Shanghai, British str., for Singapore.

DEPARTURES.

Sept. 21, ULA, British transport, for Calcutta.
Sept. 21, KAWACHI MARU, Jap. str., for London.
Sept. 21, ULA, Fr. str., for Kwong-chow-wan.
Sept. 21, KASHING, British str., for Moji.
Sept. 21, WOSUNG, British str., for Shanghai.
Sept. 21, KINGING, Brit. str., for Vladivostok.
Sept. 21, ANAPA, British str., for Swatow.
Sept. 21, SIHAN, British str., for Swatow.
Sept. 21, DAYBREAK, British str., for Shanghai.
Sept. 21, MENMUI, British str., for Manila.
Sept. 21, FUSUN, British str., for Canton.
Sept. 21, SHANGHAI, British str., for London.

VESSELS IN DOCK.

At the HARBOR DOCKS.—U.S.S. Monterey, Argus, Kong Beng, Kongnam, Viplanta, H.L.G.M.S. Tiger, Nanyang, Nudde, Amigo, Canton.
COSMOPOLITAN DOCK.—Stanfield, Kumsang.

SHIPPING REPORTS.

The British steamer Takung, from Hongay 19th September, had light westerly winds and fine weather.
The British steamer Diamante, from Manila 18th September, had light to moderate variable winds and fine weather.
The British steamer Fuchun, from Shanghai 18th September, had strong northerly wind, heavy showers, overcast sky and high sea.
The British steamer Catherine APCAR, from Calcutta 1st September and Singapore 25th, experienced light S. and S.W. wind, gradually veering round to the N. and N.E. after leaving Singapore; fine, clear weather and smooth sea throughout.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong:—Hamburg, British ship, Thos. Roy.—Order, Peter Rickmers, German ship, Schuler.—Arnold, Karberg & Co.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
FOR TAKU.
THE Company's Steamship
"CHINGTU,"
Captain Williams will be despatched TO-DAY, the 22nd inst., at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th September, 1900. [2412]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"DIAMANTE,"
Captain Hodgins, will be despatched for the above port TO-DAY, the 22nd inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAURIE & CO., General Managers.
Hongkong, 20th September, 1900. [2465]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship
"DIAMANTE,"
Captain A. Ramsay, will be despatched as above TO-DAY, the 22nd inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 15th September, 1900. [2423]

SHEWAN, TOMES & CO.'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"GLENESK,"
will be despatched for the above port on or about SATURDAY, 22nd September, 1900.
To be followed by the Steamship
"ANAPA,"
on or about 20th October, 1900.
For Freight, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, 17th September, 1900. [2400]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"TAMSAI MARU,"
Captain K. Hasegawa, will be despatched for the above ports TO-MORROW, the 23rd inst., at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 17th September, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 24th September, 1900, at 1 P.M., the Company's Steamship "SALAZIE" Captain Negro, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Specie and Parcels until 3 P.M. on the 23rd inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 13th September, 1900. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUMSANG,"
Captain Buller, will be despatched as above on TUESDAY, the 25th inst., at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th September, 1900. [2451]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SAXONIA Capt. Jager HAVRE, BREMEN and HAMBURG On 8th Oct. Freight.
ASTORIA Capt. Hildebrandt NEW YORK VIA SUEZ CANAL About 15th Oct. Freight.
BAMBERG Capt. Jacobs HAVRE & HAMBURG About 23rd Oct. Freight.
SARNIA Capt. Schlecke HAVRE & HAMBURG About 31st Oct. Freight and Passage.
KONIGSBERG Capt. Schuler HAVRE & HAMBURG About 10th Nov. Freight and Passage.
These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 21st September, 1900. [13]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
HAKATA MARU F. L. Sommer KOBE and YOKOHAMA FRIDAY, 28th Sept., at DAYLIGHT.
SHINANO MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, and BRISBANE FRIDAY, 28th Sept., at 4 P.M.
BINGO MARU F. K. Davies MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 5th Oct., at DAYLIGHT.
AWA MARU N. Trent KOBE and YOKOHAMA FRIDAY, 12th Oct., at DAYLIGHT.
KANAGAWA MARU E. W. Haswell NAGASAKI, KOBE and YOKOHAMA THURSDAY, 13th Oct., at Noon.
TAMBA MARU J. W. Wale MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 19th Oct., at DAYLIGHT.
YAWATA MARU A. E. Moses THURSDAY ISLAND, TOWNSVILLE and BRISBANE, via MANILA, SYDNEY and MELBOURNE FRIDAY, 26th Oct., at 4 P.M.
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
A. S. MIHARA, Manager.
Hongkong, 22nd September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—0,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF JAPAN" Comdr. H. Pyke, R.N.R. WEDNESDAY, 26th Sept., 1900
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 2, 3, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.
Hongkong, 30th August, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 3rd October.
SACHSEN WEDNESDAY 17th October.
OLDENBURG WEDNESDAY 31st October.
BAYERN WEDNESDAY 14th November.
STUTTGART WEDNESDAY 28th November.
KONIG ALBERT WEDNESDAY 12th December.
PRINZ HEINRICH WEDNESDAY 26th December.
PREUSSEN WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 23rd January, 1901.
SACHSEN WEDNESDAY 6th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 20th February, 1901.

ON WEDNESDAY, the 3rd day of October, 1900, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINE, Captain Knecht, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 1st October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 21st September, 1900. [8]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI & WEI-HAIWEI. TO SAIL ON. REMARKS.
SHANGHAI & WEI-HAIWEI {BOMBAY} About 24th Sept. Freight or Passage.
HAIWEI {G. M. Montford, R.N.R.} Sept. See Special Advertisement.
LONDON &c. {CLYDE} Noon, 29th Sept. Freight or Passage.
YOKOHAMA VIA NA-ROHILLA {C. H. S. Tocque, R.N.R.} About 29th Sept. (Passing through the Inland Sea). Freight or Passage.
GASAKI & KOBE {F. J. Cole} About 29th Sept. Freight or Passage.
SHANGHAI {MALACCA} About 4th Oct. Freight or Passage.
LONDON {E. G. Andrews} Oct. Freight or Passage.
For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 18th September, 1900. [1]

NORTHERN PACIFIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

STEAMER. TONS. CAPTAIN. PROPOSED SAILING.
* GLENESK 3,750 W. Frakes September 22
QUEEN ADELAIDE 2,532 F. McNair September 20
VICTORIA 3,502 J. Panten October 16
BRAEMAR 3,501 W. Watt November 10

* Calling at Foochow and Shanghai.
The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night, TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYER and St. MICHAEL application.
Rates of Passage to other Ports on application.
A special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
Hongkong, 22nd September, 1900. [10]

SAIL TO NEW YORK.
THE Sailing Vessel
"SACHEM"
will sail for the above port on or about 30th September, 1900.
For Freight, apply to SHEWAN, TOMES & CO.
Hongkong, 17th September, 1900. [2429]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ALCIBIOUS,"
Captain Pulford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th August, 1900. [2278]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(HAMBURG-AMERIKA LINIE HAMBURG).
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"ASTORIA,"
Capt. Hildebrandt, will be despatched for the above port on or about 10th October.
For Freight, apply to CARLOWITZ & CO., Agents.
Hongkong, 31st August, 1900. [2317]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PATROCLOS,"
Captain Dickens, will be despatched as above on TUESDAY, the 16th October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th September, 1900. [2374]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched as above on MONDAY, the 24th inst., at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th September, 1900. [2294]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched as above on MONDAY, the 24th inst., at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company and from AUSTRALIA are available for return by the Steamer of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th September, 1900. [2295]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."
Captain Robinson, will be despatched as above on TUESDAY, the 25th inst.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th September, 1900. [2296]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"GLADUS."
Captain Barwise, will be despatched as above on TUESDAY, the 25th inst.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd September, 1900. [2299]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLADUS."
Captain Barwise, will be despatched as above on TUESDAY, the 25th inst.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd September, 1900. [2299]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALICIA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.
CORINTH (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at Noon.

THE Company's Steamship "GALICIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, NORTHERN PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th September, 1900. [14]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."
Captain S. Atsami, will be despatched for the above ports on WEDNESDAY, the 3rd Oct., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th September, 1900. [1448]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"AUSTRALIAN."
Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th September, 1900. [2394]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Company's Steamship

"AUSTRALIAN."
Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th September, 1900. [2395]

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FOR SYDNEY AND MELBOURNE.

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This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th September, 1900. [2396]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, at Noon.

The Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, NORTHERN PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1900. [15]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT AND LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£60 per week in case of temporary disablement by accident.
Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [1512]

"L'UNION"

FIRE INSURANCE COMPANY, Ltd. (Established 1829).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

"A. E. MARTY," Agent.

Hongkong, 1st August, 1900. [118]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPIRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [27]

怡和洋行 YEE SANG & CO.

COAL MERCHANTS has always on hand LARGE STOCKS EVERY DESCRIPTION OF COAL.

Address—Care of MESSRS. KWONG SANG & CO. No. 144, DES VUEX ROAD. [22]

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Twin Screw Steamship

"SHINANO MARU."
(8,000 tons gross, Captain G. E. P. Cook), will be despatched for the above port on FRIDAY, the 28th inst., at 4 p.m.
This new Mail Steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
Return tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 20th September, 1900. [2464]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE."
Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 29th September, 1900, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 17th September, 1900. [1]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MARIA DE LARRINAGA" will be despatched for the above port on or about the 6th October, 1900.
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 21st September, 1900. [2472]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.
YAMATO and Honolulu (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

The Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, NORTHERN PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th September, 1900. [23]

INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [24]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [1025]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [26]

SUN LIFE ASSURANCE COMPANY OF CANADA.

HEAD OFFICE: MONTREAL.

THE above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.

For Rates and other Particulars, apply to
W. J. G. WHILEY, Acting Manager,
8, Praya Central. [372]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899, £14,493,089.

I. AUTHORIZED CAPITAL £3,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 887,500 0 0

II. FIRE FUNDS 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [19]

INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

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SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [24]

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FOUNDED 1710.

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POST OFFICE NOTICES.

The Hong Kong Mail, with the American Mail of the 29th ultimo, left Yokohama on Tuesday, the 18th inst., at daylight, and may be expected here on or about Wednesday, the 25th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Calcutta	Benauli	Saturday, 22nd, 10.00 A.M.
Swatow	Benauli	Saturday, 22nd, 11.00 A.M.
Hankow	Benauli	Saturday, 22nd, 11.00 A.M.
Shanghai, Hongkong, Meiji, Kobe, Yokohama, Victoria and Tacoma	Glenlogie	Saturday, 22nd, 11.00 A.M.
Singapore, Sourabaya and Samarang	Chinching	Saturday, 22nd, 3.00 P.M.
Meiji	Macedonia	Saturday, 22nd, 3.00 P.M.
Swatow and Shanghai	Tacoma	Saturday, 22nd, 4.00 P.M.
Amoy and Manila	Dumaine	Saturday, 22nd, 5.00 P.M.
Tamsui	Tamsui	Saturday, 22nd, 5.00 P.M.
Hongkong	Hongkong	Monday, 24th, 8.00 A.M.

Europe, &c., India via Taticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

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Europe, &c., India via Taticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

JOINT STOCK SHARES.

Hongkong, 21st September.

PAID UP. QUOTATIONS.

COMPANY.

Hongkong & Shanghai Bank

Nanhai Bank of China

Nanhai Bank of China

Nanhai Bank of China

Nanhai Bank of China

Nanhai Bank of China

Nanhai Bank of China

Nanhai Bank of China

Nanhai Bank of China

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